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1-5. (CANCELED)

6. (CURRENTLY AMENDED) A shifting assembly for a multiple gear variable speed motor vehicle transmission having:

one of a central selector or a shifting shaft (2) being mounted in a transmission housing (12) such that the central selector or the shifting shaft (2) is axially rotated and displaced, and by rotating the selector or the shifting shaft (2), a coupling to be actuated, in a shift gate can be selected, and by subsequently axially displacing the selector or the shifting shaft (2), desired gear ratios are selected, and

~~a device (4) is at least one arm (6) being provided on one of the selector or the shifting shaft (2) or on an auxiliary shaft (28) that is controlled by the selector or the shifting shaft (2), the device (4) has a the at least one rod (6), which is being mechanically linked with a lever (16) mounted in the transmission housing (12) such that the lever (16) can swivel,~~

a contoured edge (20) of the lever (16) mirrors selection patterns and is spring loaded against the rod (6) by a spring element (18),

a rotatable cylinder (8) being provided on the at least one rod (6),
the spring (18) biases the lever (16) toward both the cylinder (8) and the central selector or the shifting shaft (2),

the rotatable cylinder operates in conjunction with the contoured edge (20) of the lever (16), [[and]]

the cylinder (8) is capable of being displaced axially on the rod (6), and a circumference of the cylinder (8) has a annular groove (10) which rolls along the contoured edge (20) of the lever (16).

7.. (CANCELED)

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8. (CURRENTLY AMENDED) The shifting assembly according to claim 6, wherein a deepest notch (22) of the contoured edge (20) is a neutral [[a]] non-actuated position for the shifting lever in a selection gate.

9. (CURRENTLY AMENDED) A shifting assembly for a multi-gear transmission, the shift assembly comprising:

a rotatable and axially slidable shifting shaft (2) which is at least one of rotated and axially biased to shift from one gear of the multi-gear transmission to another gear of the multi-gear transmission;

at least one arm (4) having a first end supported actuated by the shifting shaft (2) and a remote second end engaging with a rod (6);

the rod (6) supporting a cylinder (8) having a groove (10) formed therein;

a single lever (16) being pivotably supported about a fixed pivot axis (14), the single lever (16) having a contoured edge (20) with which the groove (10) of the cylinder (8) engages to facilitate rolling of the cylinder (8) along the contoured edge (20) during a shifting operation; and

a spring (18) biases the contoured edge (20) of the lever (16) toward both the cylinder (8) and the shifting shaft (2) such that [[the]] the contoured edge (20) engages with the cylinder (8) and, as the shifting shaft (2) rotates, the groove (10) of the cylinder (8) rolls along the contoured edge (20) so that a variation in forces are applied to the shifting shaft (2) which are sensed by a driver operating the shifting assembly.

10. (CANCELED)

11. (PREVIOUSLY PRESENTED) The shifting assembly according to claim 9, wherein a deepest notch (22) of the contoured edge (20) corresponds to a neutral non-actuated position for the shifting lever.

12. (CURRENTLY AMENDED) A shifting assembly for a multi-gear transmission, the shift assembly comprising:

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a rotatable and axially slidable shifting shaft (2) which is at least one of rotated and axially biased to shift from one gear of the multi-gear transmission to another gear of the multi-gear transmission;

a pair of spaced apart arms (4) each having a first end supported actuated by the shifting shaft (2) and a remote second end supporting a rod (6);

the rod (6) supporting a cylinder (8) between the pair of spaced apart arms (4) and the cylinder (8) having a groove (10) formed therein;

a single lever (16) being pivotably supported about a fixed pivot axis (14), the single lever (16) having a contoured edge (20) which faces the shifting shaft (2) and mating engages with the groove (10) of the cylinder (8) to facilitate rolling of the cylinder (8) along the contoured edge (20) during a shifting operation; and

a spring (18) biases the contoured edge (20) of the lever (16) toward both the cylinder (8) and the shifting shaft (2) such that [[the]] the contoured edge (20) engages with the cylinder (8) and, as the shifting shaft (2) rotates, the groove (10) of the cylinder (8) rolls along the contoured edge (20) so that a variation in forces are applied to the shifting shaft (2) which are sensed by a driver operating the shifting assembly.

13. (CANCELED)

14. (PREVIOUSLY PRESENTED) The shifting assembly according to claim 12, wherein a deepest notch (22) of the contoured edge (20) corresponds to a neutral non-actuated position for the shifting lever.

15. (NEW) The shifting assembly according to claim 6, wherein a pair of spaced apart arms (6) are provided on one of the selector or the shifting shaft (2) and the auxiliary shaft (28), and the pair of spaced apart arms (6) sandwich the lever (16) and the cylinder (8) therebetween.

16. (NEW) The shifting assembly according to claim 9, wherein the at least one arm (6) is supported by the shifting shaft (2).

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17. (NEW) The shifting assembly according to claim 9, wherein a pair of spaced apart arms (6) are supported by the shifting shaft (2), and the pair of spaced apart arms (6) sandwich the lever (16) and the cylinder (8) therebetween.